

THE UPTOWN AND SOUTH LAKE UNION
VISIONING CHARETTE STAKEHOLDER GROUP
PRESENTS



RECOMMENDATIONS PACKAGE FOR
A JOINT VISION
for
UPTOWN AND SOUTH LAKE UNION URBAN CENTERS





A SPECIAL THANK YOU TO
COUNCILMEMBERS SALLY CLARK AND RICHARD CONLIN
for THEIR STEWARDSHIP ON THIS
COMMUNITY-BASED PLANNING PROCESS.

THANK YOU TO ALL STAKEHOLDERS WHO DEDICATED SO MUCH OF YOUR TIME, ENERGY, AND HEART
INTO THIS EFFORT. TO THE CO-CHAIRS AND REPRESENTATIVES OF THE NEIGHBORHOOD COMMUNITY
COUNCILS, THANK YOU FOR YOUR LEADERSHIP AND VISION TO HELP GUIDE OUR URBAN CENTERS TO
BECOME VIBRANT, HEALTHY COMMUNITIES.

VISIONING CHARETTE STAKEHOLDER GROUP

Dear city of Seattle leaders:

As stakeholders in the Uptown and South Lake Union urban centers, it is our pleasure to present to you this package of priority recommendations. These recommendations are the product of many hours of work by a diverse group of more than 40 stakeholders including residents, property owners, various non-profits organizations, and major employers. Our efforts have resulted in reaching consensus on an integrated vision and set of priorities for both urban centers. We believe that implementing these recommendations will help ensure that our two urban centers become an integrated, dynamic, diverse and sustainable urban community.

The Queen Anne Community Council (QACC) extended an invitation to the South Lake Union Friends and Neighbors (SLUFAN) Community Council to hold a joint visioning charette to explore the commonalities of the two neighborhoods, coordinate planning along the shared Aurora Avenue boundary, especially the Denny/Broad/Aurora (DBA) Triangle, and identify strategies to create an integrated, dynamic, and sustainable urban community. As Queen Anne began the update of its neighborhood plan and South Lake Union was completing its plan update, the hope of each community council was that elements of the Visioning Charette could be incorporated into each neighborhood plan to help weave together the edges of the two, rapidly changing urban centers.

Our communities have reached an important juncture, and we have an unparalleled opportunity to “do it right” in Uptown Queen Anne and South Lake Union. These areas, especially the DBA Triangle and most of South Lake Union, are a blank slate by comparison with other neighborhoods in the city. Here, there are no single family residential neighborhoods, no established neighborhood commercial districts, no libraries, or schools, or community centers. One only need walk our communities to realize there are plenty of vacant and under-utilized lots. And yet, accordingly to recent planning studies completed by the City, these areas are slated to absorb 20% of the projected population growth and 20% of the job growth for the entire city between now and 2024. Unlike established neighborhoods, these areas require significant public and private investments.

To “do it right,” we must plan simultaneously for all the improvements these neighborhoods will need to be sustainable; including transportation, public transit, land use and zoning, housing, parks and open spaces, community centers, libraries, schools, utilities and other infrastructure. We must ensure that public and private development and investments occur in ways that complement and advance our communities’ vision.

In our initial meeting, we quickly and easily agreed that we wanted both urban centers to become vibrant urban areas. We recognized that people are the key to lively, dynamic neighborhoods. Without lots of people, there is no street life, retail services and restaurants cannot survive, and parks become underutilized and unsafe. In subsequent meetings — we met six times over three months — we focused on identifying the elements that are critical to attracting more people to live and work in Uptown and South Lake Union. During these meetings, we realized that we were transcending traditional neighborhood boundaries, which seemed to artificially divide our two communities, and were instead focusing on needs, goals, and opportunities that our two communities have in common.

Growing out of this commonality, we reached 100% consensus on a set of priority recommendations. To create the kind of lively, livable neighborhoods that we envision, we must:

- Create Connections Between Both Urban Centers
- Build More Housing of All Types
- Fully Integrate Transit into the Communities
- Develop Density Around Public Investments


- Make Streets a Great Public Amenity for All
- Build Shared Community Facilities
- Commit to Environmental Sustainability

Failure to act now and “do it right” will result not only in missed opportunities, but consequences that we and future generations will have to live with for many decades to come.

As your constituents and stakeholders in these two urban centers, we know that our efforts and recommendations, which cross neighborhood boundaries and include zoning, land use, transportation, infrastructure, public investment and private investment, are a departure from the typical planning process. However, we believe that the growth slated for these two urban centers, their geographic proximity, the canvas from which we are working, and our desire to invigorate our neighborhoods while respecting their unique characters, requires a new kind of planning.


We hope you will agree with our recommendations and work with us to “do it right.”


Sincerely,
Visioning Charette Co-Chairs


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Vice President, Uptown Alliance



Steven Paget
Chair, SLUFAN Community Council

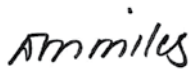
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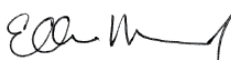

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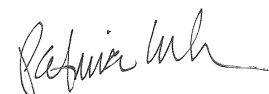

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CHARETTE GENESIS, PURPOSE, AND PROCESS

BACKGROUND

The Uptown/South Lake Union planning collaboration began a year ago with the formation of the Mercer Corridor Stakeholder Committee. This committee involved more than 35 community stakeholders from Queen Anne and South Lake Union and achieved 100% consensus on a plan for a two-way Mercer Corridor from I-5 to Elliott Avenue. The success of that collaboration laid the foundation for this Visioning Charette partnership and process.

In December of 2006, the City's Comprehensive Plan was amended to add a triangle of land bounded by Denny Way, Broad Street and Aurora Avenue to the Uptown Urban Center. The Queen Anne Community Council began work on incorporating the DBA Triangle into its neighborhood plan. An outgrowth of this process was that we quickly realized our two neighborhoods have much in common. Together, these two urban centers form one of the largest emerging residential and mixed-use areas in the city.

The Queen Anne Community Council extended an invitation to the South Lake Union Friends and Neighbors (SLUFAN) Community Council to jointly hold a visioning charette to explore the commonalities of the two neighborhoods, coordinate planning along the shared Aurora Avenue boundary, especially the DBA Triangle, and identify strategies to create an integrated, dynamic, and sustainable urban community. As Queen Anne began the update of its neighborhood plan and South Lake Union was completing its plan update, the hope of each community council was that elements of the Visioning Charette could be incorporated into each neighborhood plan to help weave together the edges of the two, rapidly changing urban centers.

OBJECTIVE

To address that larger, more comprehensive scope encompassing both urban centers, the stakeholder group adopted the following objective statement of purpose:

To “do it right” and create a dynamic and coordinated vision for Uptown Queen Anne and South Lake Union that translates into a well-planned community where people want to live, work, play, and shop. The vision will include a transportation strategy to allow multiple modes of circulation, including pedestrians, to move “to, through, and within” both urban centers.

Both South Lake Union and Uptown will absorb unprecedented growth in the next 10-20 years. The City's Comprehensive Plan targets these two centers for 20% of all new jobs and 20% of all new households in the city between now and 2024. There are no other areas in the City targeted for growth at so rapid a rate. This growth must be carefully designed and planned.

The question is not whether growth should occur. We welcome this growth and development. The question is what form and shape it should take. What opportunities are there to leverage both public and private investments? How do we avoid planning in vacuums or “silos,” isolating interrelated issues that should be planned simultaneously such as zoning and major public investment? We must ensure that public and private investments occur in a way that complement and advance the community's vision and leverage the maximum investment and opportunity of each other.

PROCESS

This visioning process was unlike many other community processes for two reasons:

- the group operated under a 100% consensus approach,
- the process was designed to avoid visioning/planning in silos, but instead, to focus on fully integrated systems.

Volunteer stakeholders met once every other week for two hours for a total of six charette sessions. Additional work sessions were scheduled for those interested in preparing for particular topic discussions such as transportation or housing. All charette and work sessions were chaired by community council representatives and facilitated by Heffron Transportation and Zimmer Gunsul Frasca.

PREAMBLE TO RECOMMENDATIONS SECTION

Because of the diversity of the stakeholder group, it was expected that our discussion would start off with myriad assumptions. However, by the second meeting, it became evident that four planning objectives were rising to the top, from which design goals and funding priorities could be derived. These are:

1. The combined DBA Triangle and South Lake Union urban centers offer an unparalleled opportunity. The planning process must be designed and implemented to recognize that together they

- distinct from other existing neighborhoods,
- are slated to absorb 20% of the projected population growth and 20% of the job growth for the entire city between now and 2024, and
- form one of the largest emerging residential and mixed-use areas in the region.

2. Plan for people by

- paying attention to the form and shape of what we design — be it roads, sidewalks, public corridors, bike and pedestrian trails, parks, community centers, mass transportation and towers — to ensure that we create people places,
- relating street uses to zoning, which relates to transportation corridors, waterfront and parks uses, and active and quieter streets
- planning in a integrated method; avoiding isolationism and the “silo” approach.

3. Increases in density and height are desirable because they would

- support a more diverse mix of buildings,
- encourage more open space at the base, and
- minimize creating a monolithic skyline.

4. The City needs to work with private development and the community to leverage public and private investment to the fullest extent possible.

From these four planning objectives evolved the seven priorities and recommendations in the following section. Priorities and recommendations are presented with emphasis on next steps, as progress and results were the group’s prime motivation for working under 100% consensus.

The next step for charrette members and the community councils of each urban center is to present the priority recommendations to the Mayor’s office, Seattle City Council, King County Council, and local media. As applicable, the priority recommendations will be incorporated into the neighborhood planning implementation process of each urban center. Charrette members and representatives from the Queen Anne and the South Lake Union community councils will develop Visioning Charrette advocacy committees to work with appropriate city departments and regional agencies to implement priority recommendations.



SEVEN DESIGN, ZONING AND INVESTMENT PRIORITIES

All seven design, zoning and investment priorities are equally important to accomplishing our goal of “doing it right.”

CONNECT BOTH URBAN CENTERS

Knit Uptown Queen Anne and South Lake Union street grid back together by making it possible to cross Aurora Avenue on east-west streets including Thomas, Harrison, Mercer, and Roy Streets.

BUILD MORE HOUSING OF ALL TYPES

Retain current stock of affordable housing and create additional housing of all types and affordability. Develop a range of flexible funding tools to encourage more workforce and low-income housing to enable those who work in the area to live in the area.

FULLY INTEGRATE TRANSIT INTO COMMUNITIES

Make transit an integral part of the two urban centers. Transit options, signage, and service must be significantly improved to create readability, and ease and efficiency of use for commuters and residents. In general, greater density should be located close to existing and future transit corridors in order to maximize the public and private investment in transit and to foster a walkable neighborhood and a lively urban interchange.

DEVELOP DENSITY AROUND PUBLIC INVESTMENTS

Streets, transit, parks, and open space are all major public investments. Planning and zoning policies should be designed to maximize the returns on these public investments by permitting and encouraging density and height, with sensitivity to solar exposure, shadows, protecting public views of the landmark Space Needle, and avoiding the “wall” effect, along and around the areas of greatest public investment .

MAKE STREETS A GREAT PUBLIC AMENITY FOR ALL

Design streets to maximize their full potential to be “Complete Streets”¹ as valuable public assets and amenities. Achieve great streets by developing coordinated and comprehensive Street Master Plans for various scales of streets from arterials to smaller green streets recognizing both existing (i.e. not to impede freight mobility needs) and future uses.

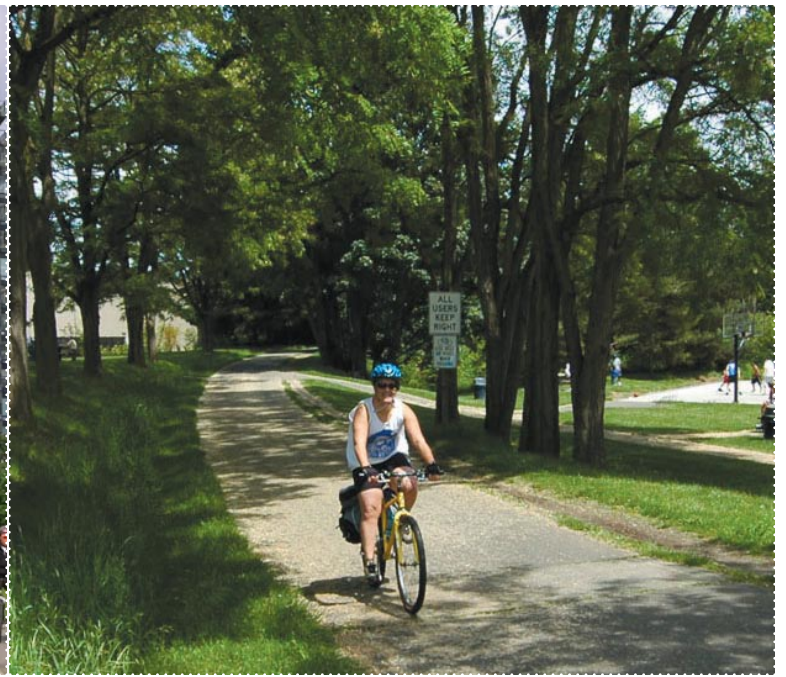
BUILD SHARED COMMUNITY FACILITIES

Fill a common need of both urban centers for community facilities. Given the proximity of these areas to each other and their common need for community facilities such as a recreation/community center, library, schools, and childcare centers, we should leverage and maximize public resources by building shared community facilities that can serve both urban centers.

COMMIT TO ENVIRONMENTAL SUSTAINABILITY AND REDUCTION OF GREENHOUSE GASES

“Walk the talk” by developing dense, efficient, and green communities in these two urban centers. Become an educational model for other neighborhoods by making sustainable methods visible (such as bio-swales, vegetated roofs, etc.) and practicing daily sustainable behavior (walking, biking, taking transit, etc.). None of this can happen without a commitment to building necessary infrastructure to support dense and efficient communities such as more transit, pedestrian friendly streets, and green storm water management.

¹ Passed by Seattle City Council on April 30, 2007 aiming to support and encourage walking, bicycling, and transit use while promoting safe operations for all users.





"Annexation of the Denny/Broad/Aurora Triangle to Uptown is the time to link Queen Anne to the South Lake Union community by more than sheer geography. The Visioning Charette ensures both will realize their full potential to create a vital, vibrant and successful urban community."

– JANE HOROWITZ
VP of the Greater Queen Anne Chamber of Commerce



PROBLEM STATEMENT

Stakeholders resoundingly agreed that a top priority is to reconnect the street grid between the two urban centers. Aurora Avenue (SR-99) has become a barrier that not only creates a hostile environment for pedestrians and bicyclists, but has thus far prevented the two urban centers from realizing their full potentials and benefiting from their proximity to each other.

CHARENTE RECOMMENDATIONS

Reconnect east-west street grid by:

- Crossing Aurora Avenue with streets that serve all modes of transportation. If the Alaskan Way Viaduct is rebuilt as a surface arterial, then continue the civilized street concept from the Battery Street tunnel north to Valley Street. Remove the jersey barrier and create a boulevard along Aurora Avenue with signalized cross streets. Priorities for cross-Aurora connections are Thomas, Harrison, Mercer, and Roy Streets.
- Developing Two-Way Mercer corridor: The City should build improvements recommended in the 2006 Mercer Stakeholder Report. The key improvement is to widen Mercer Street from 5th Avenue to Fairview Avenue and convert to two-way operations for the entire corridor between I-5 and Elliott Avenue. This corridor improvement also includes narrowing Valley Street between Westlake and Fairview Avenues, locating a trail along the north side of Valley Street, connecting under Aurora Avenue at Mercer Street, and converting Roy Street to two-way operation.
- Constructing an east-west streetcar route on either Harrison or Thomas Street (while factoring the needs of existing truck loading areas on Thomas St, east of Westlake Ave.) connecting from Capitol Hill to Uptown as part of an integrated city-wide streetcar system.

- Creating a “Bay to Lake” Trail with exceptional pedestrian and bicycle amenities, connecting from the Olympic Sculpture Park to the Seattle Center Campus to Lake Union Park.

Reconnect north-south street grid by:

- Connecting 6th Avenue from Roy Street to Denny Way to improve circulation through and create a gateway for Queen Anne. This concept was outlined in the Mercer Corridor Stakeholder Recommendations of 2006 as well as City of Seattle Ordinance 121879. It requires elimination of Broad Street, as proposed by the Lowered Aurora Project, and coordination with the Bill and Melinda Gates Foundation Campus Plan.
- Explore opportunities to create better transit connections to other nearby neighborhoods including Capitol Hill, Westlake/Fremont, Eastlake, and University District.

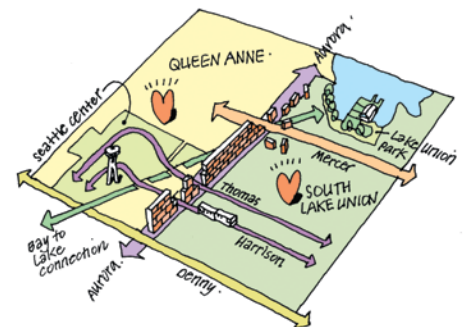
NEXT STEPS

Work with respective neighborhood community councils to:

- Work with Seattle Department of Transportation (SDOT) and WSDOT to ensure adequate funding for connecting across Aurora Avenue, particularly on Thomas, Harrison, and Mercer Streets.
- Advocate for Two-way Mercer and reopening of 6th Avenue
- Work with SDOT and city’s Department of Planning and Development on a coordinated effort to make sure a Street Master Plan integrating transit, building heights and density is developed in coordination with the Uptown neighborhood plan update and South Lake Union’s upzone process. Portland and New York City have both done similar street master planning.

GOAL

Knit the two urban centers back together. Identify planning/design principles and recommendations to guide the reconnection so that it may be done with the desired character, pedestrian experience, density, height, and circulation ease.



Reconnect east-west street grid by breaking down the existing barrier that is Aurora.

PRIORITY: BUILD MORE HOUSING OF ALL TYPES

GOAL

Retain the current stock of affordable housing and create additional housing of all types and affordability. Particularly, develop a range of flexible tools to encourage more workforce housing so that those who work in the area can live in the area.

PROBLEM STATEMENT

Designated as urban centers, Uptown and South Lake Union together are the largest emerging residential area and employment hub in the city. There will be significant needs for housing of all types and affordability, including housing for people who will work in the area.

CHARETTE RECOMMENDATIONS

(Details on each of these recommendations can be found in Appendix A)

Preserve existing housing stock by:

- Using Transfer of Development Rights (TDR) tools. Review current TDR program to streamline process making it more user-friendly and flexible.
- Encouraging regular maintenance of older, more affordable housing stock by seeking new tools that could help offset building maintenance costs.
- Exploring shared parking strategies particularly for older buildings without parking.

Increase workforce and low-income housing supply by introducing or continuing the following tools:

- Bonus Incentive Program *(please see below section for detailed description)*
- Land Acquisition Fund (Pilot program for Uptown/SLU) – Enable nonprofit organizations to purchase and land bank properties and buildings for affordable and mixed-income housing development as well as schools, childcare, and elder care from a public/private fund.
- Multi-Family Tax Exemption (MFTE) Program – Revise current MFTE Program to enable more flexibility to market response in program requirements.
- Growth Related Housing Fund — Dedicate a portion of property tax generated from the value of new development to workforce and low income housing.
- Real Estate Excise Tax (REET) for low-income housing
- Renew city's Housing Levy in 2009

HEIGHT/DENSITY BONUS INCENTIVE PROGRAM

The Uptown/South Lake Union Visioning Charette Stakeholder Group has endorsed the use of a menu point system incentive program similar to the one currently being used by the City of Bellevue.

In short, an incentive program increases development potential of a project (in extra height or density) in exchange for providing amenities or dollars towards a certain program or neighborhood.

Both Queen Anne and South Lake Union Community Councils will be studying in upcoming months potential upzoning and other policy options for influencing the urban form and developing community amenities. The Bellevue incentive program is one model that warrants serious consideration.

The public process evaluating upzoning and other policy options will bring forth recommendations

for each urban center that will be presented to Seattle City Council. One option proposed at the Visioning Charette is to establish a pilot program within the boundaries of Uptown and South Lake Union modeled after the Bellevue incentive program that includes the elements outlined below.

Critical Principles:

- Incentive Program must be an option (allowing developers to decide whether or not to go above current zoning and density) and offer credits or bonuses attractive enough to truly incentivize public or private developers to take advantage of the program.
- A menu of community amenities should be available from which developers choose, in order to fulfill requirements to gain bonus height/density.

- Each neighborhood should select and prioritize their list of desired amenities from a larger menu set by the city.
- Then, from the neighborhood designated list of desired amenities, the city should work with community councils to establish a weighted point system to reflect neighborhood priorities. The weighted points system should be updated regularly to keep up with community needs and economic conditions.
- Neighborhoods should decide whether bonuses are applied towards residential and commercial projects or only residential projects.
 - > In the case of South Lake Union, the incentive program should apply to both residential and commercial projects in support of the neighborhood's responsibility and designation as a major

Maximize use of publicly-owned properties:

- Identify publicly-owned properties within both urban centers that are not being fully utilized and make them available for affordable housing and other public uses.
- Include affordable housing on top of or as part of public facilities like community centers, libraries, administrative offices, police stations, or emergency centers.

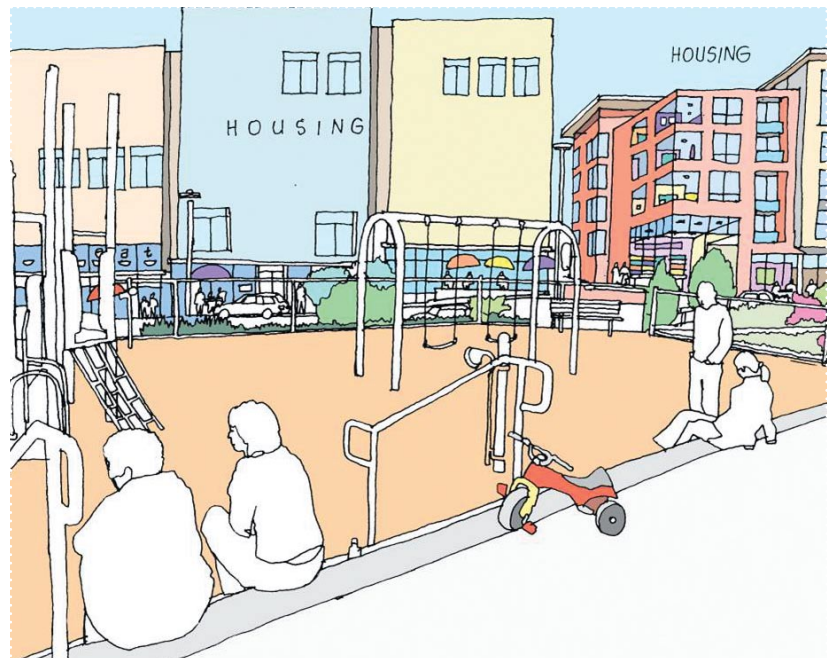
Simplify development of affordable housing by nonprofit organizations and for-profit developers by expediting DPD review and permitting process.

- Leverage public investments to include housing. Locate housing on top of or as part of community centers or libraries maximizing public investment and use of land.
- Work with Seattle Office of Housing and citywide stakeholders to develop a strategic housing plan for the entire city that integrates various levels of affordability (from homeless to low-income, to workforce, and market rate housing).
- Design a more flexible MFTE program that results in more affordable housing.

NEXT STEPS

Work with respective neighborhood community councils, the City Council & Office of Housing director to:

- Identify and implement incentives for workforce and low-income housing.
- Identify and implement strategies to preserve the current stock of affordable housing.
- Identify a mechanism for land banking parcels for affordable and workforce housing.



residential and employment center. The stakeholder group recommends that an overall mix of uses be encouraged.

- > Specific to the DBA Triangle, the stakeholder group recommends that the program be applied only to residential projects to support the job growth in surrounding areas.

Uptown/SLU Desired Amenities for the Menu:

(Listed in no particular order — priorities to be later designated by each neighborhood via public processes led by community councils.)

An amenity or combination of amenities implemented by a public or private developer earn points based upon the assigned weights. The total number of points determines the increase in height and/or density allowed the project.

- Workforce housing (80%-120% of area median income)
- Low-Income housing ($\leq 80\%$ of area median income)
- Community facilities (schools, daycare, arts/cultural spaces)
- Public service facilities (community/recreation center, library)
- Pocket parks on-site, mid-block crossings, plazas, and activated alleys
- Neighborhood-scale retail space (less than 7,000 sq ft.)
- Streetscape improvements such as wider sidewalks, lighting, or public art
- Ground level housing entrances (8-12 ft. wide raised stoops, terraces)
- Improvement to street level transit spaces or facilities (bus or streetcar stops)
- Bicycle program and end-of-trip facilities
- LEED or Green Globe Rating Achievement
- Setbacks and landscaping beyond code or Green Factor
- Infrastructure improvements such as undergrounding utilities
- Adaptive reuse of landmark buildings
- Protection of environmentally significant lands through transfers of development rights

PRIORITY: FULLY INTEGRATE TRANSIT INTO COMMUNITIES

GOAL

Develop Uptown Queen Anne (particularly the DBA Triangle) and South Lake Union as transit integrated urban centers. Transit options, signage, and additional service must be significantly improved for better predictability, ease and efficiency of use for commuters and residents. In general, greater density should be located close to existing and future transit corridors in order to maximize the transit investment and foster a walkable neighborhood and urban interchange.

PROBLEM STATEMENT

For quite some time, those who work and/or live in South Lake Union and adjacent neighborhoods have expressed the need for better transit service, predictability, and more options. Looking at a transit map of South Lake Union and the DBA Triangle clearly shows gaps in service particularly in east-west routes and routes that pass through the neighborhoods on the way to other destinations without stopping within the area.

CHARENTE RECOMMENDATIONS

(Details on each of these recommendations can be found in Appendix B)

Improve service along existing King County Metro routes in order to ensure that commuting options are easily accessible, reliable, and predictable.

- Increase frequency of bus service.
- Relocate existing routes to be more central to the neighborhood.
- Provide more stops along express routes that currently bypass the neighborhood.

Build upon the new streetcar line in order to leverage public investment and create more commuter options.

- Establish a new east-west streetcar line from South Lake Union, through or adjacent to Seattle Center campus, to Uptown Queen Anne with future extensions to Capitol Hill and the Waterfront.
- Extend existing streetcar line to other neighborhoods near Lake Union such as the University District, Fremont, and possibly Ballard.

Locate crosswalks and traffic lights near bus stops in order to make commuting safer and more efficient for users.

Improve connectivity to King County Metro's proposed Rapid Ride service (Bus Rapid Transit) along Aurora Avenue. Potential solutions include moving the service from Aurora Avenue to 6th Avenue.

NEXT STEPS

Work with respective neighborhood community councils to:

- Encourage a percentage of "Bridging the Gap," Real Estate Excise Tax and other funding sources to locate new crosswalks, install traffic signals, build bike lanes and coordinate with private development improvements.
- Create a pedestrian advisory committee for these two urban centers to help prioritize funding requests.
- Lobby King County for better bus service, locating bus stops near crosswalks and other connectivity nodes.
- Work with employers to promote a shared shuttle system
- Work with the Streetcar Alliance in establishing an integrated urban streetcar network that connects other neighborhoods to the existing system.

"At the level of vision, the concerns and desires of participants expressed in the charrette recommendations represent much of what the South Lake Union neighborhood has been trying to capture in the update to the SLU Neighborhood Plan. What is fantastic about this effort is that we went beyond the formal neighborhood boundaries to improve connections between SLU, Queen Anne, and the surrounding neighborhoods through transportation and pedestrian linkages, shared community facilities, and zoning that is coordinated."

– STEVEN PAGET
Chair, South Lake Union Friends and Neighbors Community Council



UPTOWN QUEEN ANNE / SOUTH LAKE UNION'S JOINT VISION

SEVEN PRIORITIES FOR UPTOWN QUEEN ANNE / SOUTH LAKE UNION

1 Connect Both Urban Centers

- ① Develop 2-Way Mercer Corridor
- ② Construct connections across Aurora Avenue
- ③ Create a "Bay to Lake" Trail with exceptional pedestrian and bicycle amenities
- ④ Connect 6th Avenue from Roy Street to Denny Way to improve circulation through and create a gateway for the DBA Triangle

2 Build More Housing of all Types

3 Fully Integrate Transit into Communities

- ⑤ Establish a new east-west streetcar line from Capitol Hill, to South Lake Union, to Seattle Center Campus, and to Uptown Queen Anne
- ⑥ Extend existing streetcar line (on Westlake Avenue) to other neighborhoods north of Lake Union such as the University District and Fremont

4 Develop Density around Public Investments

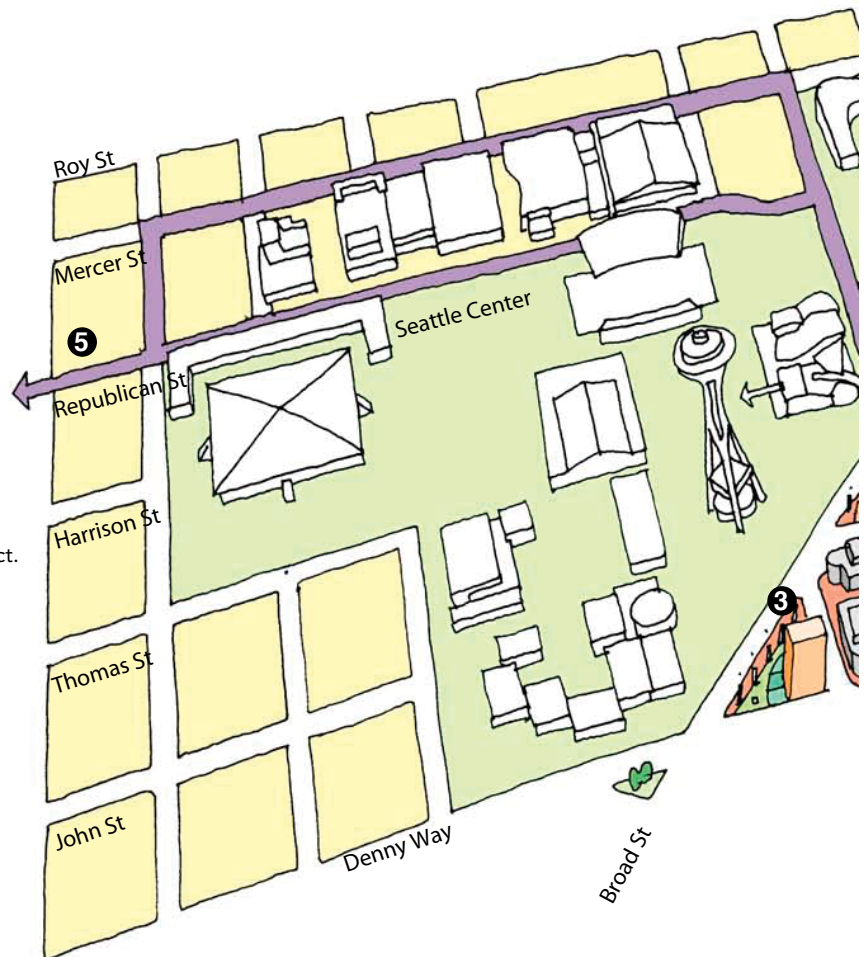
- Existing and proposed buildings
- General opportunity sites
- Locate taller buildings close to all transit corridors, particularly streetcar routes
- Encourage residential density around parks (Denny Park, Lake Union Park, Seattle Center, and Cascade Playground)
- Locate mixed use, high-rise tower development around regional corridors (Aurora, Mercer, Westlake Fairview, and Denny) subject to sensitivity to solar exposure, shadows, protecting public views of the landmark Space Needle, and avoiding the "wall" effect.

5 Make Streets a Great Public Amenity for All

6 Build Shared Community Facilities

- Publicly-owned properties
- ⑦ Explore the possibility of redeveloping the current Parks and Recreation Adm. building into a full service community center

7 Commit to Environmental Sustainability and Reduction of Greenhouse Gases

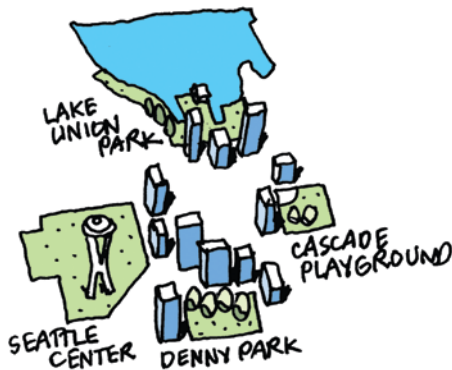




PRIORITY: DEVELOP DENSITY AROUND PUBLIC INVESTMENTS

GOAL

Locate density and height along and around the areas of greatest public investment and vice-versa. Major streets, transit, parks, and open space are all public investments that should entice use by the local and regional community. High utilization and visibility will ensure that we maintain the investment and minimize crime.



PROBLEM STATEMENT

The failure to plan major public investments, such as a streetcar route or parks, without maximizing number of users from immediate areas would be a tremendous opportunity missed and result in ultimate decay of the investment.

CHARETTE RECOMMENDATIONS

Locate tall buildings (commercial and residential) close to all transit corridors, particularly streetcar routes, in order to encourage more people to use and walk to public transit.

Encourage residential density and height around parks (with sensitivity to solar exposure and shadows) in order to create more active and safer open spaces for community use.

- **Denny Park:** Activate the park and create a safer environment by having ground floor retail as extension of park activity and provide “eyes on the park” by locating residential towers on top of the ground floor retail base. Small local businesses should be encouraged in these retail spaces to cater to the local neighborhood and park visitors.
- **Lake Union Park:** Placement of residential towers should be sensitive to sun angles and allow space between buildings. Retail should also be at the base of these residential towers in order to create a vibrant street life.
- **Seattle Center:** Integrate the campus with Uptown/DBA Triangle more seamlessly by activating campus edges with the neighborhood and vice-versa. Explore opportunities for increased height and residential density around the campus, while protecting public views of the landmark Space Needle.

- **Cascade Playground:** Maintain its current character as a neighborhood park serving surrounding residents and schools.

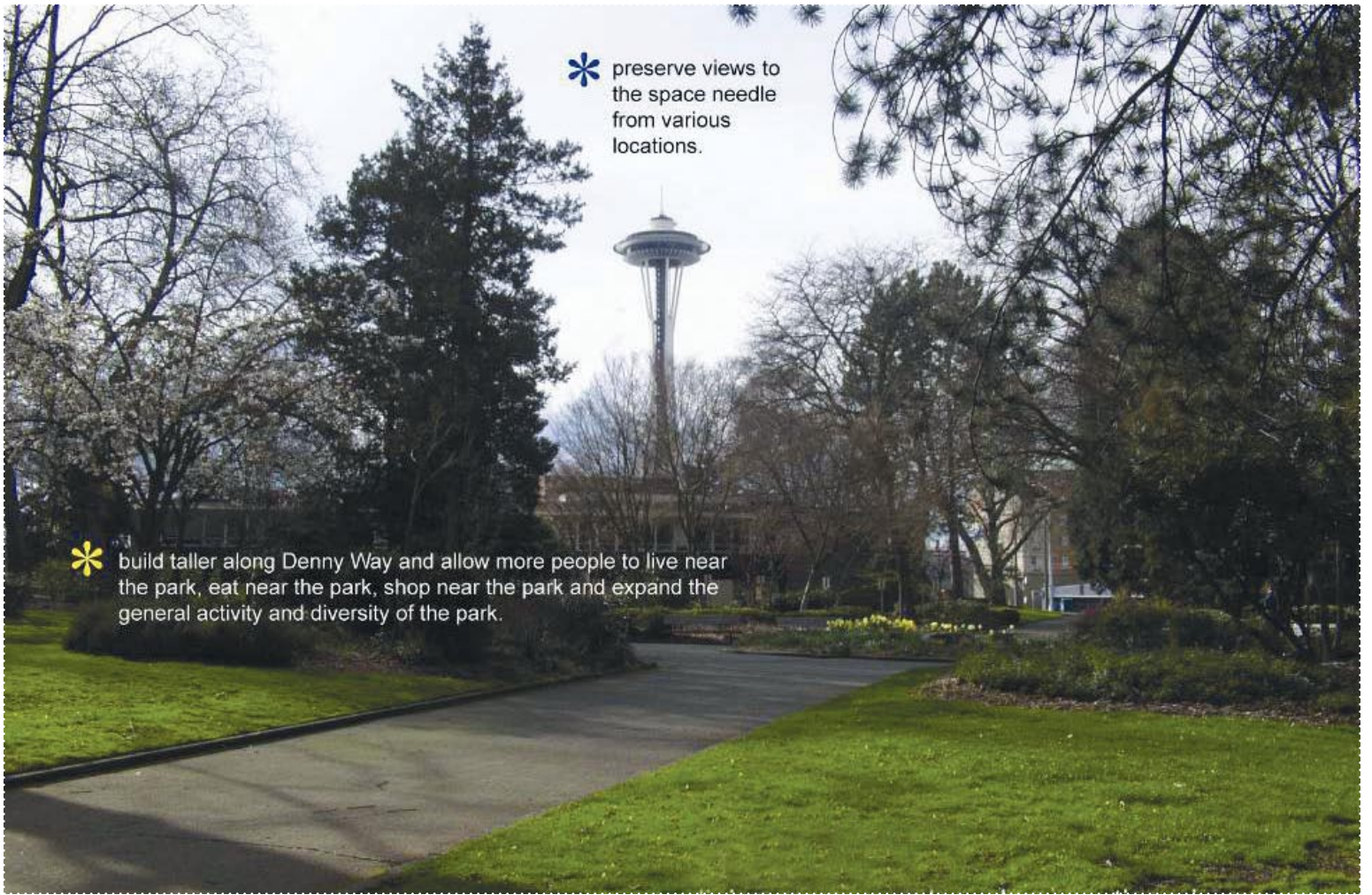
Locate mixed use high-rise tower developments around regional corridors, particularly along Aurora Avenue, Mercer Street, Westlake Avenue, Fairview Way, and Denny Way with the recognition that the location of towers on some of these streets will need to respond to the established flight patterns for seaplanes on Lake Union (see next section for detailed recommendations for each of the mentioned streets).

- With respect to taller buildings, there needs to be diversity in height in order to avoid a wall or canyon effect.
- Create landmark/iconic tall buildings along these corridors for better orientation.
- Such developments would require sensitivity to solar exposure, shadows, protecting public views of the landmark Space Needle, and avoiding the “wall” effect.

NEXT STEPS

Work with respective neighborhood community councils to:

- Work with SLUFANCC on the Urban Form Study & Up-zone and QA Community Council on the neighborhood plan update to incorporate the Visioning Charette recommendations “developing densities around public investments.”
- Present Visioning Charette recommendations to City Council for consideration.
- Schedule a briefing with Department of Planning & Development director.



* preserve views to the space needle from various locations.

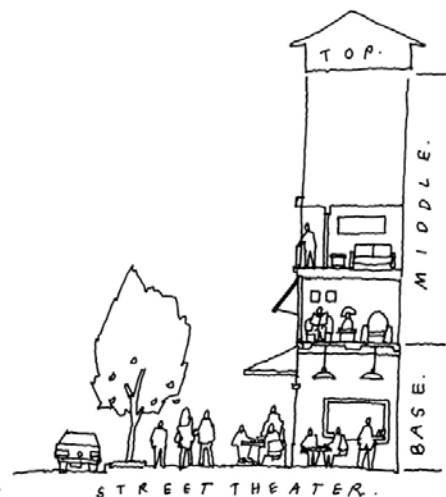
* build taller along Denny Way and allow more people to live near the park, eat near the park, shop near the park and expand the general activity and diversity of the park.



PRIORITY: MAKE STREETS A GREAT PUBLIC AMENITY FOR ALL

GOAL

Design streets to realize their full potential as valuable public assets and amenities. Streets should offer diversity of uses, memorable design qualities, and safe and efficient connections for all modes of transportation (transit, bicycling, walking, or auto) moving to, through, and within both urban centers. Achieve great streets by developing coordinated and comprehensive Street Master Plans for various scales of streets from arterials to smaller green streets, recognizing both existing (i.e. not to impede existing freight mobility needs) and future uses.



PROBLEM STATEMENT

The existing streets in Uptown/ DBA Triangle and South Lake Union are in poor condition, resulting in both real and perceived safety concerns. Despite stakeholders' agreement that the two neighborhoods and Downtown are well within walking distance, the streets neither invite nor encourage walking to, from or through the neighborhoods.

CHARENTE

RECOMMENDATIONS

Seven streets were identified as having particular potential for re-design and improvements. Stakeholders recommend that each of the following streets be further studied in a comprehensive Street Master Plan including both urban centers:

- **Mercer Street:** Realizing the new design for Two-Way Mercer Street from I-5 to Elliot Avenue continues to be the highest priority for improving the street systems of both urban centers and knitting them together as vibrant neighborhoods.
- **Dexter Avenue:** With its wide right of way and smaller traffic volumes, Dexter Avenue presents a unique opportunity to realize a completely new and dramatic plaza street that will stimulate, support and complement significant new mixed-use residential development.
- **Westlake Avenue:** Emphasizing the new streetcar line and two-way traffic, Westlake Avenue should be reinforced as the main commercial/retail street with diverse tall buildings to maximize public investment in transit. As the main commercial/retail street, attractive pedestrian amenities, intensively active storefront uses, integrated transit stops, and substantial commercial development need to occur.
- **Denny Way:** Constrained by its very narrow right-of-way, Denny Way marks the shift in street grids. A new design concept should explore and leverage opportunities

to expand the width in strategic locations (such as across from Denny Park) with development setbacks to allow for more sun on the park and special urban design features or taller iconic buildings that can help provide orientation. Timed cross signals with better marked crosswalks should also be installed to create a safe pedestrian environment.

- **Thomas and Harrison Streets:** These streets provide the only potential contiguous east-west connections internal to the two urban centers. Not only should the green street concept be implemented, signalized crossings at these two intersections on Aurora Avenue should also be explored to provide inviting and attractive connections for both pedestrians and vehicles, including a new east-west streetcar line. Plans for Thomas St., between Westlake Ave and Fairview Ave., should respect existing truck loading needs.
- **Fifth Avenue:** Realize Fifth Avenue (between Denny Way and Roy Street) to its fullest potential by leveraging the energy and activities at Seattle Center with a new street design that accommodates larger groups of pedestrians and encourages vibrant street life.

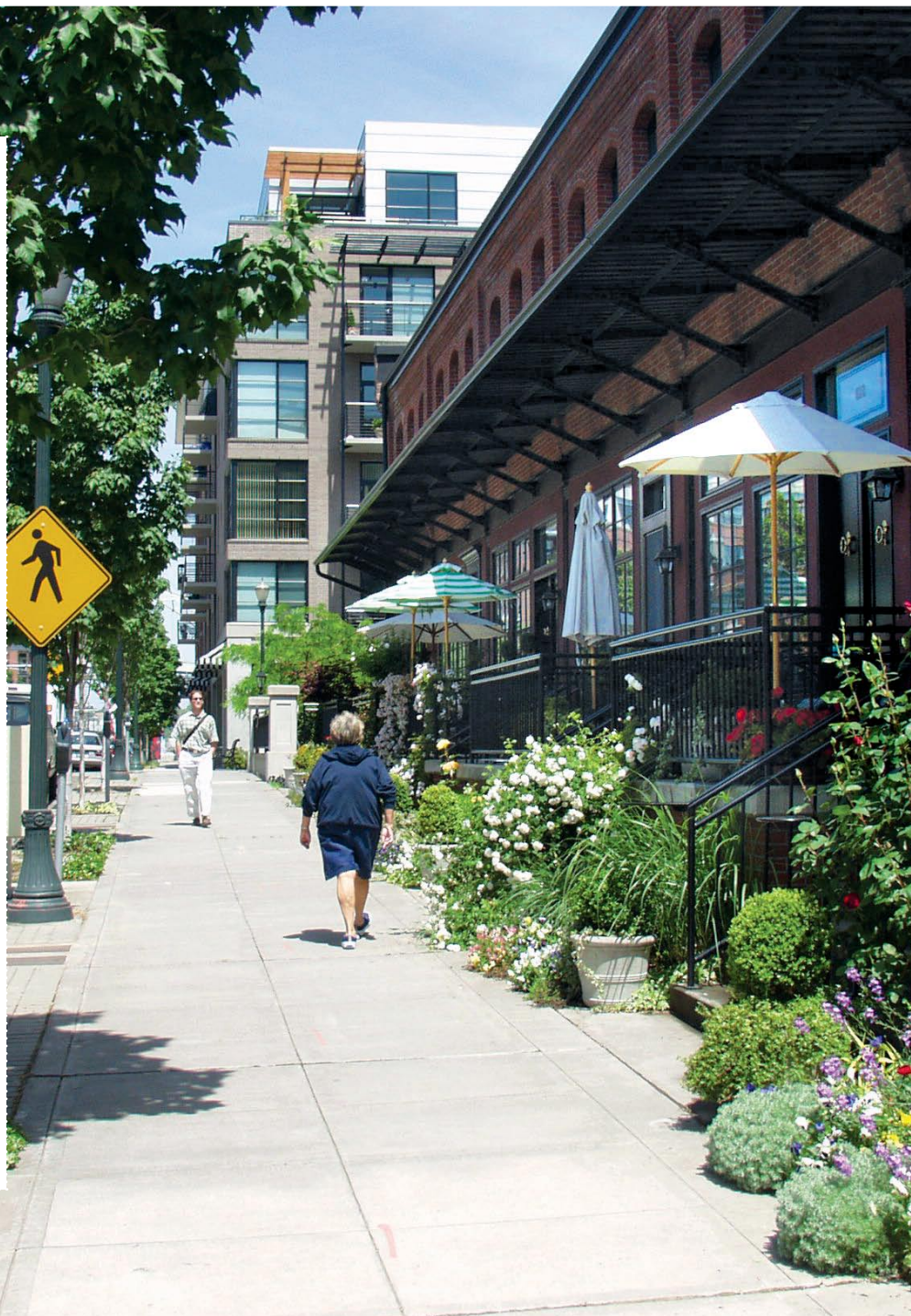
Give special consideration to side streets and alleys with regard to their ability to enliven streetscapes and provide quieter pedestrian experiences by consider implementing traffic calming elements.

NEXT STEPS

Work with respective neighborhood community councils to:

- Develop a new planning model for these two urban centers that coordinates transportation and land use planning into a comprehensive zoning and design plan.

- Advocate for the same Design Review jurisdiction between the two Urban Centers.
- Create Street Master Plans for seven key arterials in the two Urban Centers.
- Schedule briefings to the Seattle Design Commission, Planning Commission, Pedestrian Advisory Board, Bicycle Advisory Board, Seattle Department of Transportation director and City Council Transportation Committee.
- Work with property owners and community leaders south of Denny Way to explore opportunities to widen sidewalks and promote pedestrian safety.



"South Lake Union has the potential to be a true urban neighborhood, with a unique and diverse grouping of business, residential, arts, old and new. It is an exciting time and we need to do it right [planning] in order to ensure that the results are successful."

– TIM BROOKS
Vice President of Flight Operations, Kenmore Air



PRIORITY: BUILD SHARED COMMUNITY FACILITIES

GOAL

Fill a common need of both urban centers for community space. Leverage and maximize public resources by building shared community facilities for Uptown and South Lake Union given their proximity to each other and their common need for amenities such as recreation/ community center, library, schools, childcare centers, and a fire station.

PROBLEM STATEMENT

Currently, Uptown (particularly near the DBA Triangle) and South Lake Union lack community facilities that help foster and build a healthy community. Stakeholders from both urban centers have expressed a serious need for schools, a recreation/community center, library, childcare centers, and a fire station to serve the fast growing area.

CHARETTE RECOMMENDATIONS

- Explore opportunities to use publicly-owned properties within these urban centers to build both community spaces and affordable housing.
- Explore possibility of redeveloping current Dept. of Parks and Recreation administrative building at Denny Park into a full-service community center with a world-class recreational facility, family, senior, and meeting spaces. This site offers a central location to serve both urban centers and possibly adjacent neighborhoods such as Belltown and Downtown.
- Explore the opportunity for the Parks Department to move into office space under the FAR bonus program; allowing them a rent discount and vacating the current building for a much needed community center.
- Add the community center to the Century 21 Legacy Levy. The Legacy Levy should connect to the neighboring communities and support each other.
- Identify how to build a library that can be shared by the two urban centers.
- Identify how to establish a fire station to be shared by the two urban centers.
- Seek and implement tools that work to combine resources through public-private partnerships to site or build community facilities. *(Please see Appendix A)*

- Explore ways to accommodate schools to serve these neighborhoods. Consider nontraditional school models such as classrooms in various buildings vs. a campus, or special curriculum schools
- Place emphasis on providing opportunities for daycare, child care and pre-school to establish facilities in the neighborhood.

NEXT STEPS

Work with respective neighborhood community councils to:

- Meet with City Councilmembers to determine how to prioritize and begin funding some of these initiatives vis-à-vis city levies and other grant opportunities. Develop a long-term strategy with the city for funding and site locations before the opportunities are lost.
- Brief the Mayor's executive team on the joint facility recommendations that warrants funding consideration through the city's Capital Investment Program process (CIP).
- Encourage city departments to include the proposed community center, library and fire station as part of a city-wide gap analysis of other communities that were not served by the, Libraries for All, Community Center, Pro-Parks and Fire Station levies.
- Work with Department of Parks and Recreation to promote Recreation and Community Center for neighborhood.

"It is important that South Lake Union develops as a community that is home to all income levels and ages. To achieve this, the City, private developers and non-profits need to work together to identify housing opportunities that work for everyone and yield real results. It needs to be practical, not political."

– SHARON H. LEE
Executive Director of the Low Income Housing Institute





"We should neither cap nor tax density in our urban centers. We need to plan and do it right so that density creates people places and a good pedestrian experience, but we should encourage growth."

– MICHAEL MCGINN
Director of the Seattle Great City Initiative

PRIORITY: COMMIT TO ENVIRONMENTAL SUSTAINABILITY

GOAL

“Walk the talk” in sustainability by developing dense, efficient, and green communities. Become an educational model for other neighborhoods by making sustainable methods visible (such as bio-swales, vegetated roofs, etc.) and practicing daily sustainable behavior (walking, biking, taking transit, etc.). Realizing this goal first requires a commitment to building necessary infrastructure to support dense and efficient communities such as more transit, pedestrian friendly streets, and green storm water management.

PROBLEM STATEMENT

Although this study area has been a pioneer on environmental sustainability for some time, there is still much to be done to correct the damage of urban sprawl, pollution, and to reduce our environmental footprint. For instance, most employees working in South Lake Union currently drive alone to work.

CHARETTE RECOMMENDATIONS

Make one of the most significant contributions to the reduction of greenhouse gases by creating a compact community where live, work, and play destinations are all close enough to reach by transit, bike, or foot.

Make sustainable methods visible as educational models.

- Erect interpretative, educational signs to point out sustainable elements throughout the neighborhood.

Encourage Green construction and technology in public and private projects/developments:

- Permeable surfaces in public right of ways
- Certified green buildings
- Certified energy efficient buildings
- Reduced water use
- Recycle waste material on construction sites
- Green storm water management
- Solar orientation
- Vegetated roofs

NEXT STEPS

Work with respective neighborhood community councils to:

- Encourage the City to prepare a document of environmental sustainable design and building guidelines for the two urban areas that incorporates both public and private development.
- Work with a city interdepartmental team to coordinate planning/program efforts that ensures creating a truly environmental sustainable neighborhood that includes public right of ways and private development.

APPENDIX



APPENDIX A

ID #	NAME	DESCRIPTION
GUIDING PRINCIPLES		
1	Protect Existing Affordable Housing	Consider various tools to preserve existing affordable housing such as older apartments. One tool to consider might be using Transfer Development Rights concept
2	Housing needs should be specific to that of the urban centers	A range of housing (market rate, workforce, low income, senior, and student) should be provided. In particular, workforce housing (80-120% of median income) should be emphasized to fulfill housing needs of workers in the two urban centers and alleviate traffic conditions. Since this income category does not qualify for most existing housing subsidies, creative funding mechanisms need to be explored.
3	Public Benefits should go back in the neighborhood	In general, public benefits generated from a development project should go back to support the same neighborhood.
TOOLS, STRATEGIES AND PROGRAMS		
4	Develop “strategic housing plan”	Develop a “strategic housing plan” for the entire city that integrates various levels of affordability (low-income to work-force to market rate housing) that encourages a supply of housing options and mobility.
5	Optional Incentive Bonus Program for extra height and density	Recommend a flexible menu approach to incentive bonus programs with various public benefits weighted at different points or ratio as designated by each neighborhood according to their respective priorities. List of possible public benefits on menu: Workforce housing (above 80% median income); Low-income housing (below 80% median income); Schools, Daycare, learning centers; Community Center or public recreation center; Pocket parks on site, mid-block crossings, plazas, and activated alleys; Neighborhood scale retail space; Streetscape improvements such as wider sidewalks for café or landscaping; Ground level housing entrances (raised stoops, terraces); Improvement to street level transit related spaces or facilities (transit stops); Bicycle Program and Facilities; LEED or Green Globe Rating Achievement; Setbacks and landscape
6	Transfer Development Rights (TDR)	Recommend a review of the current Transfer Development Rights program to streamline the process so that it is more user-friendly and flexible. Also consider adding TDR concept to preserve existing affordable housing by allowing transfer rights within the neighborhood (in addition to the current program to preserve historic buildings).
7	Land Acquisition Fund	Establish a Land Acquisition Fund to enable nonprofit organizations to purchase and land bank properties and buildings in high growth areas for affordable and mixed-income housing development as well as schools, childcare, and elder care. City resources could be used to provide a partial loan guarantee or leverage significant private and public funds. Acquired properties through this program should build within a 3-5 years timeframe. This program as recommended only includes the two urban centers, but could be expanded city-wide if successful.
8	Growth Related Housing Fund	Re-establish the Growth Fund by dedicating a portion of property tax from the incremental increase in real estate construction to affordable and workforce housing. The previous Growth Fund included the Downtown boundary. This can be increased to include South Lake Union and other neighborhoods. At least 75% of the generated funds should go back directly into the neighborhood.
9	General Obligation Bonds for Housing	The City Council could issue G.O. bonds to help create affordable housing for a range of households up to 80% of area median income. These funds could help leverage private and other public funds to help meet housing goals of both urban centers.
10	Multi-Family Tax Exemption Program	Recommend a review of the current Multi-Family Tax Exemption Program to enable more flexibility in market response in program requirements.
11	Use of Publicly Owned Properties	City of Seattle Initiatives: 1) Identify publicly owned properties (city & Seattle Public Schools) within both urban centers that may be surplus and land banked for housing and other public uses such as a community center or library. (Refer to map of publicly owned properties attached). Develop new procedures for city review of surplus properties & land-banking process. 2) Public facilities such as city libraries, community centers, administrative offices, police stations, emergency centers should include mixed uses with affordable housing (work-force & low-income).
OTHER IDEAS TO PROMOTE AFFORDABILITY		
12	Shared parking strategies with commercial buildings	
13	Explore smaller unit sizes within a mix of unit sizes	
14	Subsidized loan programs	
15	Expedited DPD review for low-income & work-force housing projects (especially for non-profit housing organizations)	Develop a coordinated DPD — city department project review process that incorporates appropriate departments early in the design process in order to minimize design changes.

HOUSING AND PUBLIC AMENITIES IDEAS/RECOMMENDATIONS

PRIORITY	TIMEFRAME	IMPLEMENTATION	ASSIGNED TO
High	On-going		DPD & OH
High	2007 & 2008	Zoning, public benefits and housing programs need to respond to Neigh. Plan recommendation and stakeholder guidance	DPD & OH
High	2007 & 2008	City should respond to Neigh. Plan recommendation and stakeholder guidance	DPD & OH
Explore the following methods to support broad-based funding sources for affordable housing (work-force and low income)			
High	1-2 years	Work with the Mayor and Council to create an integrated city-wide “strategic housing plan”	OH
High	1-2 years	Work with DPD to integrate public benefit menu system as part of SLU/QA up-zone process and QA Uptown Neigh. Plan process	DPD
Medium	1-2 years	Work with SLUFAN as part of SLU Up-Zone process and QA Uptown Neigh. Plan Up-date	DPD
High	1 year	Work with Mayor & City Council to developed funding program to assist housing non-profits	Mayor, City Council & OH
High	1 year	Work with Mayor & City Council to developed funding program to assist housing non-profits	Mayor, City Council & OH
High	1 year	Work with Mayor & City Council to developed funding program to assist housing non-profits	Mayor, City Council & OH
High	Summer 2007	OH will be submitting new MFTE legislation to City Council	OH & SDOT
High	1-2 years	Work with Mayor, Council & city departments on adopting policies that regulate the use of city owned parcels and facilities to incorporate affordable housing components. Also create new policies governing surplus city properties and give 1st priority to housing non-profits.	Executive Service Dept.
Medium			SDOT
Medium			OH
High	1-2 years		OH
High	1 year	Work with DPD to create a truly expedited building permit process for low-income and work force housing.	

APPENDIX B

ID #	NAME	DESCRIPTION
MAJOR ROADWAY CHANGES		
1	Reconnect E/W Street Grid across Aurora (Thomas & Harrison)	There are two options, a long-range and an interim option. The long-range option would lower Aurora Avenue as previously proposed with new crossings at Harrison and Thomas Streets. An interim options could be to open one or more cross streets with a signalized intersection. Side street traffic could be limited to transit only.
2	Mercer Corridor Project	Widen Mercer Street from 5th Avenue to Fairview Avenue and convert to two-way operations for the entire corridor between I-5 and Elliott Avenue. This includes narrowing Valley Street between Westlake and Fairview Avenues, and locating a trail along the north side of Valley Street.
3	6th Avenue Connection	Construct 6th Avenue between Harrison and Roy Streets. It would have up to four lanes (two northbound and two southbound), with new traffic signals at intersections with east-west streets.
4	Roy Street West of 5th Avenue	Convert Roy Street to two-way operation from 5th Avenue to Queen Anne Avenue.
TRANSIT IMPROVEMENTS		
5	East-West Streetcar	Construct new east-west streetcar route between Eastlake Avenue and Uptown. Route could use Harrison and/or Thomas Streets with new crossing of Aurora Avenue. Consider connection to Capitol Hill line, which terminates at Broadway/John Street. Support a crossing of the Seattle Center Campus along the Republican Street right-of-way connection to Rapid Ride BRT on the west side of the campus at 1st Avenue.
6	East-West Transit Improve. from QA to Capitol Hill	KC "Transit Now" levy has funding to improve transit service between QA and Capitol Hill.
7	Other transit service improvements	Improve service along existing King County Metro routes. This could include increasing the frequency of service, relocating some routes to be more central to the neighborhood, and providing more stops along express routes that now bypass the neighborhood. Specific ideas includes providing stops further north on the Route 66X, consolidating Route 17 onto Westlake Avenue when that street is two-way, and relocating routes from Eastlake Avenue to Fairview Avenue to be more central to the neighborhood and provide better connections to the streetcar.
8	Streetcar extensions	Support extending existing or proposed streetcar routes to other neighborhoods such as Capitol Hill, University District, and others.
9	Rapid Ride Routing	Divert Metro Route 358 (proposed "Rapid Ride") off Aurora Avenue north of Denny Way and onto 6th Avenue. Allow two-way transit operations on 6th Avenue south of Denny Way.
10	Bus Layover	Explore options to motivate additional service to SLU and lower QA to support anticipated levels of area development. Provide layover space for transit buses, encourage routes to be extended to reach layover.
11	Coordinated Shuttle System	Work with major employers on a shared para-transit shuttle system to connect major employers to transit hubs (e.g., King Street Station), regional park-and-rides, and the University of Washington.
12	Improved transit/pedestrian environment	Improve the pedestrian environment along and connecting to the transit routes. This should include better pedestrian lighting, improved sidewalks, new traffic signals to facilitate pedestrian crossings.
13	Transportation Management Association	Create a transportation management association to reduce SOV trips and enhance neighborhood transit service.
NEIGHBORHOOD TRAFFIC AND ARTERIAL TRAFFIC CONTROL		
14	Street Master Plans	Develop Street Master Plans for key arterials streets in South Lake Union and DBA Triangle areas. These streets include Dexter Avenue, 5th Avenue, Westlake Avenue, Fairview Avenue, Thomas Street and Harrison Street. Establish street plans that can be implemented as new development occurs and/or implemented by SDOT to facilitate access through the neighborhood by all modes of travel.
15	Arterial traffic signals	Install new traffic signals at key intersections throughout the neighborhood to better accommodate both vehicular and pedestrian traffic. New signal locations should be considered for Republican/Eastlake Avenue, Mercer Street/Taylor Avenue, and arterials where signals are needed for pedestrian crossing.
16	Neighborhood traffic control	Modify stop-controlled intersections at non-arterial intersections to increase predictability, safety, and mobility. Consider all-way stops or traffic calming measures at more locations.

 Denotes policies/programs that could be shared by neighborhoods

TRANSPORTATION IMPROVEMENT IDEAS

PRIORITY	IMPLEMENTATION	RESPONSIBLE
High	Long-term option: Pursue funding since lowered Aurora improves operation of the entire Mercer Corridor project function by reconnecting the grid.	SDOT and WSDOT
High	Encourage SDOT to pursue funding for the entire corridor improvements.	SDOT
High	Right of way for this improvement must be acquired by the City prior to 2010 [Confirm actual deadline] to allow this to occur before expiration of the City/Gates Foundation agreement.	SDOT
Medium	This improvement is tied to the Mercer Corridor improvements and two-way operation west of 5th Avenue.	SDOT
High	Encourage City Council to adopt a plan for a future streetcar network. Pursue funding for system. In the interim, consider serving east-west route with rubber-tired transit vehicles.	SDOT
High	A committee of QA & SLU neigh. plan stewardship members will work with METRO on specific transit improvements.	King County Metro
High	A committee of QA & SLU neigh. plan stewardship members will work with METRO on specific transit improvements.	King County Metro
Medium	After SLU Streetcar is complete, support extending it to other neighborhoods.	SDOT
High	Work with Metro Transit to evaluate transit routing options. Work with SDOT related to roadway and signal changes needed to accommodate new route.	King County Metro and SDOT
Low	Work with Metro Transit to evaluate layover options and route extensions.	King County Metro and SDOT
Medium	Pull together major employers in the area to evaluate the potential to pilot a coordinated transit shuttle system.	Private Businesses
High	Improve sidewalks and lighting with new development. Encourage SDOT to evaluate arterial pedestrian crossings and improve as needed.	SDOT and Developers
High	Work with SDOT or King County Metro to establish a SLU TMA.	King County Metro and SDOT
14	Street Master Plans	SDOT and SLU Committees
15	Arterial traffic signals	SDOT
16	Neighborhood traffic control	SDOT

APPENDIX B (CONTINUED)

ID #	NAME	DESCRIPTION
MAJOR ROADWAY CHANGES		
17	Dexter Avenue Bike Route	Improve Dexter Avenue as the major north-south bike route through neighborhood. Improve connections to Westlake Avenue and Valley Street. Incorporate bike lane needs into Street Master Plan (see item # 13 above).
18	Bike Lanes	Install bike lanes per the final recommendations in the pending Bike Master Plan.
19	Aurora Avenue Pedestrian Crossing Improvement	Provide a safe and attractive pedestrian connection under Aurora Avenue at Mercer Street.
20	Denny Way Pedestrian Crossing Improvements	Improve pedestrian crossings of Denny Way between Fairview and Westlake Avenues.
21	I-5 Pedestrian Crossings	Increase opportunities to cross I-5 for pedestrians and bicycles.
22	Bike Stations	Create a network of bike stations at end-of-trip locations and employment centers. Consider creating a network of bike stations that could offer bike rentals or borrowing service together with bike storage and other support services.
23	Innovative pedestrian crossing treatments	Consider new treatments to improve pedestrian safety. These could include lighted crosswalks, pedestrian flags, raised mid-block pedestrian crossings, curb extensions at transit stops, pedestrian count-down signals, pedestrian-timing for traffic signals, pedestrian wayfinding, and community maps.
24	Potlatch trail	Develop a trail that connects from Elliott Bay to South Lake Union Park
25	Lake Union Pedestrian / Bike Trail	Develop a trail plan for Lake Union that accommodates pedestrians & bikes and links SLU Park with Eastlake Street-End Parks and Gasworks
OTHER		
14	Seattle Center Campus	Support Century 21 process to plan future of Seattle Center Campus. As part of this plan, improve the pedestrian access on the perimeter of the campus and its connections to the adjacent neighborhoods. Support alternative modes of transportation to and through the Campus, including a new street car route, retaining the Monorail, and providing facilities for bicycles.
15	Lake Union Water Taxi	Explore private water taxi operations on Lake Union.

TRANSPORTATION IMPROVEMENT IDEAS

PRIORITY	IMPLEMENTATION	RESPONSIBLE
High	Work with SDOT to incorporate bike needs into Dexter Avenue corridor.	SDOT
High	Work with SDOT to implement Bike Master Plan recommendations in South Lake Union and the DBA Triangle.	SDOT
High	Improvement is part of the Mercer Corridor recommendations. This portion requires extension of the improvements to 5th Avenue.	SDOT
Medium	Coordinate with the proposed SDOT/DPD Street Master Plan for Denny Way.	SDOT
Medium	Work with SDOT and WSDOT to improve connections over or under I-5 to link South Lake Union with Capitol Hill.	SDOT and WSDOT
Low	Pursue grants and other funding to encourage a private-public partnership for bike stations.	SDOT and Private Entity
Medium	Work with SDOT to pilot new pedestrian treatments in the South Lake Union neighborhood.	SDOT and Neighborhood
High	Work with SDOT and Seattle Parks to implement concepts developed for the Potlatch trail.	SDOT
Low	Work with SDOT and Seattle Parks to develop a concept for a pedestrian trail.	SDOT
High	Work with Seattle Center to integrate Century 21 plans with neighborhood plans.	Seattle Center
Low	Encourage private entity to provide water taxi service on Lake Union.	Private Entity

